

NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL

> 2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

> STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]

CONTRACT NO. 62343
COUNTY TOTAL SHEETS NO. RTE. SECTION COUNTY COOK TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT \* (1214&3127-1)RS-1 OFFSET BASED ON MANUFACTURERS' SPECIFICATIONS GUARDRAIL TBT TAPER OR FLARE BASED ON MANUFACTURER'S SPECIFICATIONS - DISTANCE FROM FACE OF RAIL 3'-0" (0.9 m) - EDGE OF PAVEMENT EDGE OF SHOULDER OR BACK OF CURB & GUTTER 1:10 MAX CROSS SLOPE VARIES 6:1 TAPER 10'-0" (3.0 m)
UNLESS OTHERWISE NOTED 2'-6" (750 mm) SHOULDER EDGE OF SHOULDER STABILIZATION -2'-9" (825 mm) CURB & GUTTER EDGE OF SHOULDER STABILIZATION BASED ON MANUFACTURER'S SPECIFICATIONS 37'-6" (11.4 m) MIN. 50'-0" (15.2 m) MAX. DEPRESSED CURB FOR URBAN CROSS SECTION WITH CURB AND GUTTER

STABILIZATION AT TBT TY. 1 SPL.

TBT = TRAFFIC BARRIER TERMINAL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

REVISIONS NAME M. DE YONG M. DE YONG R. SHAH E. GOMEZ R. BORO

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.

SCALE: VERT. NONE

DRAWN BY IIs CHECKED BY

BD600-10 (BD 34)